

**THE CARL MOYER MEMORIAL AIR QUALITY
STANDARDS ATTAINMENT PROGRAM**

DRAFT

APPLICATION TO ADMINISTER PROGRAM

FISCAL YEAR 1998-1999

Issued by the California Air Resources Board

March 1, 1999

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INTRODUCTION

Governor Wilson and the Legislature, through the budget process, have authorized \$25 million in funding for incentives for cleaner heavy-duty engines. The program is named after the late Dr. Carl Moyer, in recognition of his work in the air quality field, and his efforts in bringing about this incentive program. The Carl Moyer Memorial Air Quality Standards Attainment Program (the Carl Moyer program) provides grants for the incremental cost of cleaner heavy-duty vehicle, off-road equipment, marine, and locomotive engines.

The Air Resources Board will oversee the program, and develop program requirements and project criteria. Grants will be administered locally by air pollution control and air quality management districts that choose to participate. This document is an application for funding for districts that wish to administer a local program.

TIMETABLE

January 1999	Release of staff report with draft Carl Moyer Program Guidelines.
February 25, 1999	ARB hearing to consider approval of guidelines.
April 2, 1999	District/port authority applications to administer program due.
May 1999	ARB review of applications to administer program.
June 30, 1999	ARB award of grants.
June 30, 2000	District/port authority report on project status due.
June 15, 2001	Deadline for district/port authorities to have spent program funds (at least having issued a purchase order.)

GRANT PROVISIONS

A. Definitions

1. Qualifying project means a project that meets the Carl Moyer Program Guidelines, and which has been approved for funding by the district.
2. District means the air pollution control or air quality management district approved for program administration.

B. Matching Fund Requirements

1. The district shall provide \$1 in funding for every \$2 in Carl Moyer program funding. This matching fund requirement shall be calculated on an overall program basis, rather than on a project-by-project basis.
2. Match funding provided by a port authority to the district for the incremental cost of qualifying projects at a port may be counted toward the district's matching fund requirement.
3. Except as provided in B(2), outside funding shall not count toward the district matching fund requirement.
4. Up to 15 percent of district matching funds may be in the form of administrative expenses and other in-kind contributions.
5. Funds provided by the district or port authority for infrastructure for a qualifying project shall count as district matching funds.

C. Cost-Effectiveness

1. For each qualifying project, Carl Moyer program plus district funding shall not exceed \$12,000 per ton of NOx emissions reduced, calculated according to the Carl Moyer Program Guidelines on a project-by-project basis.
2. Outside funding, including but not limited to private company funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, and motor vehicle registration fee funding provided by cities and counties in the South Coast Air Basin, does not have to be included in the cost-effectiveness calculation.
3. Infrastructure funding need not be included in the cost-effectiveness calculation.
4. Port authority funding for incremental cost, if counted toward the matching fund requirement, must be included in the cost-effectiveness calculation.

D. Project Criteria

Districts shall fund only those projects that comply with the Carl Moyer Program Guidelines, or those projects approved on a case-by-case basis by ARB's Executive Officer.

E. Monitoring/Reporting

1. Districts shall monitor the projects they fund to ensure that the expected emission reductions occur.
2. Districts shall report to the ARB by June 30, 2000, and again by July 30, 2001 on the Carl Moyer Program. The report shall include a description of projects funded, baseline and incremental project costs, infrastructure for qualified engine projects, total state funding, and total district match funding. ARB has developed a program that is currently used by districts

to report on motor vehicle registration fee projects. ARB will modify that program to include Carl Moyer Program projects as well.

F. Project Selection

Districts shall select which of the qualifying projects to fund based on local priorities. To expedite program implementation, districts may elect to fund qualifying projects on a first come, first served basis. Districts may elect to fund a mix of vehicle, equipment, marine, and locomotive projects. When selecting among competing projects, districts are encouraged to give priority to projects that yield reductions in particulate matter (PM) emissions, as well as the required reductions in NOx emissions. Districts are also encouraged to give priority to the most cost-effective projects.

FUNDING ALLOCATION

The table given below is a tentative funding allocation. Districts may request more than the funding shown, provided they commit the required matching funds. ARB expects that the funding requested will exceed the funding available. ARB will determine the final funding allocation.

District	Tentative Funding Allocation
Bay Area AQMD	To be determined
Mojave Desert AQMD	To be determined
Sacramento Metropolitan AQMD	To be determined
San Diego County APCD	To be determined
San Joaquin Valley Unified APCD	To be determined
Santa Barbara County APCD	To be determined
South Coast AQMD	To be determined
Ventura County APCD	To be determined
Other districts	\$ 2.45 million total
ARB 2% administration	\$ 0.5 million
TOTAL	\$25 million

DISBURSEMENT OF FUNDS

ARB will determine the grant award allocations in May 1999. ARB will issue checks to districts for 25 percent of the allocation in June 1999. The remaining funds will be disbursed on an as needed basis. Districts may request a check from ARB when project funding is imminent. Estimated turnaround time for issuance of checks is two to three weeks from the date ARB receives the request. Districts must submit a report on project status by June 30, 2000. The report should list projects, state funds spent to date, additional funds obligated via contract, any

contracts being negotiated, and remaining state funds that have not yet been obligated. ARB will evaluate district progress, and consider whether reallocation of remaining funds is needed.

**FISCAL YEAR 1998-99 APPLICATION
FOR CARL MOYER PROGRAM FUNDS**

1. APPLICANT DISTRICT

District Name _____

Street Address _____

City/Zip _____

Contact Person _____ Phone _____

2. MATCH FUNDING ALREADY COMMITTED TO PROJECTS

District funds already obligated for qualifying projects
(include funds obligated between July 1, 1998 and
February 25, 1999 for projects that would have qualified
for Carl Moyer Program funding had it been available.)

3. DISTRICT MATCHING FUNDS

Committed as match funding for this program from February 26, 1999 through
June 30, 2001:

Motor Vehicle Registration Surcharge Funds

Other District Funds (please specify type)

4. CARL MOYER PROGRAM FUNDING REQUESTED

(In no case should funding requested be more than twice the
total of the match funding listed in 2 and 3 above.)

5. DESCRIPTION OF PROJECTS FUNDED

Attach a description of projects included in 2 above. Use the D1 Projects Detail Report section in the program ARB developed for reporting motor vehicle registration surcharge projects. Include detailed project descriptions so ARB can determine whether the project funding qualifies as Carl Moyer program match funding.

To the best of my knowledge and belief, data in this application are true and correct. The document has been duly approved and authorized by the governing board of the applicant and the applicant will maintain program compliance with the criteria listed in the Carl Moyer Program Guidelines.

6. District

Signature	Typed Name, Title	Date
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7. Air Resources Board

Signature	Typed Name, Title	Date
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